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Time draweth wrinkles in a fair face, but addeth fresh colors to a fast friend, which neither heat, nor cold, nor misery, nor place, nor destiny can alter or diminish.—John Lyly.

Must we conclude that no one but a woman would be mean enough to him the President of the United States?

When you are paying more money to keep your lawn green, remember that it is done to take the burden off the beautiful waterfront.

After the irrigation charge has been increased, the next step will be the water meter and the conversion of lawns into barren wastes. Honolulu residents are paying enough for their water to be furnished with all they want at the present price.

Honolulu can truthfully say to Mr. Bigelow in his troubles, "It ain't our fault," and express the hope that Beautiful Honolulu will take all the fuss out of what the officials have done to him under the authority of applied science.

The so-called Kapaa land transaction is practically signed, sealed and delivered, without the public having hardly an inkling from the authorities as to what public property is being disposed of. Let us hope that the result will be satisfactory, but nothing in the result can offset the injury done by establishing new precedents for doing public business of this character in secret.

GOOD FEATURES OF TARIFF

While so much adverse comment is being published regarding the tariff bill, the fair-minded citizen should be interested in what the defenders of the measure say for it. The President has spoken frequently for the new tariff, and although the people do not rise enthusiastically to his utterances, it is a question whether they object to the tariff so much as they do to the fact that the President appears to be also defending the two bogey men of Congress, Aldrich and Cannon.

Hawaii certainly has nothing of which to complain in the new tariff law. Despite the opening up of the Philippine competition and a reduction in the tariff on refined sugars, the general level of the tariff on all products of these islands is such as to gain for agriculture its proper return after paying a good rate for wages.

What the tariff has done for the country is presented in the correspondence sent out from Washington under the auspices of the Republican Congressional Committee, and it is well worth reading. When the people get the facts well established in their minds they may conclude that the way to attack Aldrich, Cannon, the criminal corporations, the trusts and so forth is to go after the enemy direct and not strive to hit all these supposed public enemies over the head by means of tariff tinkering that is not carefully considered.

The latest letter of the Republican Congressional Committee says: "At midnight on March 31, the several features of the new tariff law which did not go into effect at its enactment became operative. Among other such features was the maximum and minimum clause and so efficacious was this new feature of our tariff law and so diplomatic has been our President and State Department that it is quite likely that the maximum rates will not be applied to a single country. More than one hundred proclamations have been signed by President Taft granting the minimum rates to various countries, including all the important commercial nations.

"This result is a distinct victory for and a vindication of the wisdom of the Republican leaders who framed the tariff bill and has secured for this country the best possible rates for our exports into foreign countries and at the same time has not in a single instance brought on a commercial war with any of those countries. It makes stronger than

ever the statement made by President Taft and repeated by other Republican leaders, that the present tariff bill is the best law we ever had. For not only have the new features which were engrafted into the law been eminently successful, but the two greatest reasons for a protective tariff, namely, revenue and protection, have both come to us in surprising degrees.

"As for the revenue it can be judged how successful the new law has been by the returns up to April 1. A year ago at this time the receipts from all sources for the nine months ending March 31 were about \$420,000,000, while this year they are about \$480,000,000, showing an increase of about \$60,000,000. A year ago the deficit was over \$70,000,000, while at present it is considerably under \$20,000,000, and there seems to be no doubt whatever that it will be wiped out altogether by the end of the fiscal year, and that, too, without considering the receipts from the corporation tax, which is estimated to be from \$25,000,000 to \$30,000,000. In fact, as a revenue measure there has probably never been a tariff law on our statute books that has adjusted itself so readily and so perfectly to our expenditures. It will be admitted that a large surplus is never desirable, and of course we should not have a deficit, but to have the expenditures and receipts run along about together is just the desirable attainment that should be reached in a tariff law, and is the result under the law which we are now operating.

"It is complained by many that our foreign trade has proven that the new tariff bill was not protective enough in many of its features. It is true that our imports have increased largely under its operation and that our exports have really decreased, making our balance of trade smaller than for many years. It is not, however, shown that these increased importations have to any large extent displaced American manufactures. It is to be concluded that they are mostly luxuries and material to be worked up by our factories. So long as our people continue to be busy and fully employed as is the case, just so long will these increased importations not be a burden but will contribute in a degree to our very prosperity. In some cases, however, it is apparent that the new rates of duties have allowed importations of commodities which we would prefer to see produced in this country. Till, however, such a result interferes with American production and shuts off the American factories, we should not complain. The situation, however, will be watched closely, and if we find that the rates in any particular schedule are too low there will, of course, be an agitation for an increase.

"But taken as a whole the new tariff law is working almost perfectly, and there is no disposition on the part of any honest man to have the law changed for years to come. The demagogue and the agitator will no doubt continue to claim that there must be another revision, but it is noted that the people at large are well satisfied with present conditions, and that the business men throughout the country would object to any change at present."

THE STEAMSHIP DEAL

Until those in authority make a statement of what has been done, it is impossible to draw accurate conclusions on just what effect the conclusions reached by Mr. Matson and Mr. Dearborn will have upon the passenger accommodations of this port in so far as the local passenger ships are related to the carriers of freight.

From the general appearance of the situation presented by the announcement of the American-Hawaiian line representatives that the Nevada will not be operated under their management after the present trip, it would seem that whereas the Matson line is to be free from the competition of the American-Hawaiian line in the San Francisco-Honolulu business, the Matson people are supposed to assume all the

responsibilities of giving the Islands increased passenger service in lieu of sugar freights. If this is the case, it is to be hoped that the on a more elaborate scale. The Oceanic can be depended upon to do its share.

Given the Wilhelmna, the Honolulu and the Sierra, this city will have three excellent steamers with first class passenger accommodations. Added to this will be the very comfortable Lurline with good passenger capacity, and the Nevada, with limited but fair passenger equipment.

Whether the new arrangement meets all the numerous demands of the Honolulu situation or not, it presents the commendable feature of being apparently a move in the right direction. The company operating the passenger steamships can not offer the excuse that it must retrench on account of a ruinous competition growing out of a freight rate war. The public is willing that the transportation lines should make a fair profit, so the patronage of this city is used to promote the development of the Islands and not to gouge every dollar that may be possible out of merchants and the traveler.

RICHARDS PLEASED WITH HONOLULU

(Continued from Page 1.)

The Nigata Maru is one of a hundred or more steamers of various tonnage owned and operated by the Nippon Yusen Kaisha, the great Japanese steamship company, whose house flag is a familiar ensign in most every port throughout the civilized world. Captain Richards served with the N. Y. K. through the late Japanese-Russian war and he now has in his possession a beautiful remembrance in the form of a medal of the Sixth Order of the Rising Sun, which trophy is but rarely bestowed by the Japanese government upon vessel masters. The skipper of the Nigata Maru was chief officer in the Japanese steamer Tosa Maru, which was employed in scouting and transporting supplies to the war vessels laying off Tschuma straits. At the time of the naval battle, the Japanese transport Hittachi Maru was overhauled by a Russian cruiser and the vessel was sunk. It fell to the lot of the Tosa Maru to soon appear on the scene, and the officers of the Tosa Maru succeeded in rescuing a large number of the distressed Japanese soldiers and sailors.

While the Nigata Maru has remained at Honolulu one thousand and fifty tons of sugar milling machinery has been placed on board. Included in this amount has been thirteen large boilers each weighing fourteen tons. The placing of these heavy pieces of machinery in the hold and making them secure has been under the constant direction of Thomas McLean and Foreman Charles Freeman. In addition to the boilers twelve mill rollers weighing many tons have been loaded.

The stowing of this awkward and heavy cargo is a delight to the eye of a sea-faring man.

The little Nigata Maru is sailing today with about three hundred tons cargo space to spare.

Captain Richards expects to reach his destination in Formosa in about twenty-two days.

HAWAIIAN LABORERS HAVE FIRST CALL

(Continued from Page 1.)

ships when there is anything like a rush at the port," stated Mr. McLean this morning.

"There are days during the month when we could use from eight hundred to a thousand men. We frequently find it impossible to get this number or anything like it at times. Our work varies and at times there is plenty of opportunity for employment for men who will handle coal. This is not the most agreeable kind of employment and Hawaiians as well as Portuguese or other old hands have frequently declined to work on coal ships."

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The local stevedoring firm states that in the coating of the United States army transport Sherman, which was occupied the better part of two days, Hawaiians would have had first call on the job but that they declined to serve. The transport had to be loaded and gotten away as soon as possible. The stevedores naturally turned to the available labor at hand and the result was that the greater portion of the workmen on this job were drawn from the ranks of the idle Russians who are now hanging about Honolulu.

Within the next few days there will arrive at Honolulu in the neighborhood of fifteen thousand tons of coal. One shipment comes by the United States transport Dix from Japan. Two British tramp freighters from Newport News each bearing about five thousand tons, should arrive at the port by the first of the week. These vessels will have to be discharged as promptly as possible and the stevedoring firms declare that they stand ready to give work to all applicants.

"We would far rather employ men who know this game than to have to worry along with green hands," insisted the McCabe, Hamilton & Renny men, "and for that reason alone we much prefer Hawaiians who have been at this sort of work in years past. If we can not secure sufficient numbers of native labor, we have to resort to the next best course."

The present agitation concerning the employment of Russians on the waterfront is considered in some circles as emanating from politicians who have an axe to grind in the coming campaign.

"For Rent" cards on sale at the Bulletin office.

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POULTNEY BIGELOW.

(Continued from Page 1.)

"Canal-building has to do with water; that is to say, it is a hydraulic job, of which there are many to be had. But our government placed the matter from the beginning in the hands of engineers whose experience was exclusively with railway embankments and who were as ignorant of Panama conditions as a cavalry soldier in the bowels of a ha-o-war.

"The Chagres river is a magnificent asset—or would be in the hands of a competent engineer—for it not only furnishes unlimited perspective drinking water, but also all the electric power needed to work all the dredges that should be used under a common sense scheme of digging this canal.

"I have been through the Suez Canal several times, also through that of Kiel, and know that under most favorable circumstances travel, even through a tide-water canal, can be aggravatingly slow. With us we have no financial or political question to worry us, and we have ample experience to teach us that nothing at Panama will satisfy the legitimate demands of commerce excepting a broad navigable stream like a Straits of Bosphorus—through which vessels of 50,000 tons can travel without materially slowing speed. We have already on the Atlantic ships of 60,000 tons and nearly 1000 feet in



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length in process of building, and before this canal opens we may reasonably expect ships 2000 feet in length and 200,000 tons burthen.

"We may also reasonably expect our people to get weary of the mendacity that has characterized too much of the official statements from and about Panama. It is ominous of itself that ever since the inception of this work a string of apologists, from Congressional members up to cabinet ministers, and even the President himself, have felt the need of excusing to the zone and making stump speeches and denouncing as unpatriotic all such as criticize this monumental job.

"Of Col. Goethals I know nothing but good, but he is, after all, a soldier—a West Pointer—acting under orders, and took over a work badly bungled by Presidential meddling and is persistently hampered by regulations of a political rather than of a scientific character.

"Of the great medical Mikado Gorgas, I know still less, but he has successfully scared everybody on the zone, regarding mosquito bites, to such a point that the population appears to have only a choice of evils—either to go out doors and meet the deadly mosquito, or stay behind the copper screens and contract appendicitis."

Mr. Bigelow stated that his occupation in life is writing history. His greatest opus, "The German Struggle for Liberty," took him sixteen years to write.

In speaking of Honolulu and things pertaining to Hawaii, Mr. Bigelow said:

"I thought Honolulu was a very beautiful spot when I was here last, but I don't see how a tropical colony can prosper when the government places obstacles in the way of free shipping intercourse. The more ships that touch at Honolulu, the better for Hawaii. Never mind what the flag is so long as they give frequent and inexpensive connections.

"At least, England finds that policy successful in her tropical possessions, and her experience covers three centuries. Three centuries of successful colonization.

"I left Yokohama on the last day of March in the Manchuria, with about 800 other people. On the first day out, one passenger had an illness which may or may not have been smallpox; for medical diagnosis is like a political prediction on the eve of election. However, instead of giving that one victim the benefit of every comfort on board ship, the doctor turned on the people who had nothing the matter with them and forcibly vaccinated the whole ship.

"I told him that I preferred smallpox to vaccine, that the operation was a survival of medieval superstition, that it was doing a positive injury on the odd chance of a hypothetical benefit, that I objected on principle. But he pointed out that my refusal would cause fourteen days' quarantine of the ship and cause much suffering amongst my fellow passengers, and so finally he persuaded me to submit to this mutilation.

"Soon my arm was decorated with what looked like a plate of ham and eggs. The scar has since dwindled down to one poached egg, and ultimately there will be nothing but the memory of a cruel practical joke. But while I sit on the beach of Waikiki—a fragment of Paradise—I wonder why it is that America, the most modern of great States, should be the only one to perpetuate the methods of a quarantine in lieu of plain common sense sanitation.

"If our medical authorities tell us the truth about the perpetual menace from commercial intercourse, then ought England to be a very plague spot of disease; for her ports receive every day travelers not only from Europe, from the Black Sea, from the West Indies, but from India, China and Japan.

"You may pass and repass through English ports and never know that there is such a thing as sanitary inspection. But once on an American ship you feel it hanging over the passengers like an ominous cloud."

Poultny Bigelow, F. R. G. S., is returning to the States on the Asia, which is due to sail on the 24th of this month. Mr. Bigelow is one of the most delightful men to meet, and, being most courteous, strangers feel at home with him at once.

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